

**Listing of the claims:**

1. (Currently amended) An apparatus for suppressing torque steering in a vehicle having left and right wheels, a left drive shaft coupled to the left wheel via a left outer joint, a right drive shaft coupled to the right wheel via a right outer joint, comprising:

a driving source adapted to accelerate [[a]] the vehicle from an at rest condition to a predetermined rate of acceleration, and adapted to move from a first position when the vehicle is at rest to a second position during the predetermined rate of acceleration; and

a structure that connects the driving source to the left drive shaft and the right drive shaft, which structure is positioned relative to the left and right ~~wheel~~ wheels so that the left and right drive shafts each define a first tilt angle when the driving source is in the first position, and a second tilt angle that is smaller than the first tilt angle when the driving source is in the second position.

2. (Currently amended) The apparatus of claim 1, wherein the structure is positioned relative to the left and right ~~wheel~~ wheels so that the second tilt angle is zero.

3. (Currently amended) The apparatus of claim 2, wherein the predetermined rate of acceleration is taken as ~~the~~ a highest acceleration of the vehicle.

4. (Currently amended) The apparatus of claim 1, wherein the driving source comprises a laterally set engine having ~~its~~ a crankshaft extending in ~~the~~ a lateral direction of the vehicle; and wherein the structure further comprises:

a differential gear connected to the driving source, which is offset from the center in the vehicle's width direction;

a first joint adapted to connect one of the left and right drive shafts to the differential gear;

an intermediate shaft connected to the differential gear; and

a second joint adapted to connect the other of the left and right drive shafts to the intermediate shaft.

5. (Currently amended) The apparatus of claim 1, ~~wherein~~ the structure further comprises a joint adapted to connect to one of the left and right drive shafts; wherein the height of the joint when the vehicle is at rest is lower by a prescribed height than the height of the left and right outer joints.

6. (Original) The apparatus of claim 5, wherein the prescribed height is selected in the range of 5-20 mm.

7. (Original) The apparatus of claim 5, further comprising auxiliary machinery operatively associated with the driving source, wherein the position of the auxiliary machinery is raised with respect to the engine corresponding to the position of the joint included in the structure.

8. – 13. (Canceled).

14. (Original) An apparatus for suppressing torque steering in a vehicle having left and right wheels, a left drive shaft coupled to the left wheel via a left outer joint to define a left tilt angle, a right drive shaft coupled to the right wheel via a right outer joint to define a right tilt angle, comprising:

driving means for accelerating the vehicle; and

coupling means for mechanically connecting the left and right drive shafts to the driving means so that the left and right tilt angles decrease as acceleration of the vehicle increases.

15. (Currently amended) The apparatus of claim 14, wherein the coupling means is adapted to decrease the left and right tilt angles when the acceleration reaches a ~~preset~~ predetermined rate of acceleration.

16. (Currently amended) The apparatus of claim 15, wherein the predetermined rate of acceleration is taken as ~~the~~ a highest acceleration of the vehicle.

17. (Currently amended) The apparatus of claim 14, wherein the driving means comprises a laterally set engine having ~~its~~ a crankshaft extending in ~~the~~ a lateral direction of the vehicle; and wherein the coupling means comprises: a differential gear connected to the driving ~~source~~ means, which is offset from the center in the vehicle's width direction; a first joint adapted to connect one of the left and right drive shafts to the differential gear; an intermediate shaft connected to the differential gear; and a second joint adapted to connect the other of the left and right drive shafts to the intermediate shaft.

18. (Currently amended) The apparatus of claim 14, ~~wherein~~ wherein the coupling means further comprises an inner joint adapted to connect to one of the left and right drive shafts; wherein the height of the inner joint when the vehicle is at rest is lower by a prescribed height than the height of the left and right outer joints.

19. (Original) The apparatus of claim 18, wherein the prescribed height is selected in the range of 5-20 mm.

20. – 33. (Canceled).